

Message Text

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71

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 CIEP-01 FAA-00 L-03 OES-06

EPA-01 CEQ-01 SS-15 NSC-05 IO-13 /074 W

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R 062304Z DEC 76

FM AMEMBASSY OTTAWA

TO SECSTATE WASHDC 1837

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E.O. 11652: N/A

TAGS: EAIR, A

SUBJECT: CIVAIR: NOISE CONTROL MEASURES

REF: OTTAWA A-176

1. MCLEISH (ADMINISTRATOR, CANADIAN AIR TRANSPORTATION ADMINISTRATION, MINISTRY OF TRANSPORT) TOLD TCO DECEMBER 3 GOC WAS LIKELY TO HAVE NO PROBLEMS WITH DOT/FAA ANTI-NOISE MEASURES ANNOUNCED IN WASHINGTON NOVEMBER 18. HOWEVER, THERE IS GREAT INTEREST IN HOW USG DETERMINES FINANCING WILL BE UNDERTAKEN. IF THE USG UNDERTAKES DIRECT ASSISTANCE TO AMERICAN CARRIERS, THEN THE GOC WILL COME UNDER TREMENDOUS PRESSURE TO DO THE SAME.

2. MOT IS READY TO ISSUE ITS OWN ANTI-NOISE ORDER WHICH, HE SAID, WILL BE UNIQUE IN INTERNATIONAL CIRCLES. IT WILL DESIGNATE CERTAIN RUNWAYS AT VARIOUS AIRPORTS TO BE NOISE SENSITIVE AND WILL PERMIT ONLY NOISE CERTIFICATED AIRCRAFT TO OPERATE FROM THOSE RUNWAYS. MONTREAL'S NEW MIRABLE AIRPORT WILL NOT HAVE ANY RESTRICTIONS ON IT, BUT OTHER AIRPORTS WILL HAVE RUNWAY-BY-RUNWAY RESTRICTIONS THEREON. FOR EXAMPLE, AT TORONTO (MALTON) ONLY THE RUNWAYS TO THE NORTH AND WEST WOULD BE CLASSIFIED AS NOT NOISE SENSITIVE. SIMILAR DESIGNATIONS WILL BE MADE ELSEWHERE. IN THEORY, AIRCRAFT OPERATORS WHO WANT TO TAKE CHANCE THAT RUNWAYS NOT CLASSIFIED AS NOISE-SENSITIVE WILL ALWAYS BE AVAILABLE, NEED NOT SEEK NOISE CERTIFICATION FOR AIRCRAFT. IT WOULD

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NOT SEEM THAT THIS IS A REAL CHOICE FOR MANY, IF ANY,

OPERATORS.

3. AS WE WERE PREVIOUSLY ADVISED (SEE REFAIR), NOISE CERTIFICATION WILL BE BASED ON STANDARDS COMPARABLE TO THOSE IN THE UNITED STATES. THEY WILL BE BASED ON ICAO ANNEX 16, WHICH MCLEISH SAID WAS SIMILAR TO FAR 36.

4. WHEN ASKED ABOUT HIS REACTION TO THE ENVIRONMENTAL PROTECTION ADMINISTRATION'S OCTOBER PROPOSALS FOR NEW FAR 36 STANDARDS EFFECTIVE IN THE 1980'S, MCLEISH SUGGESTED THIS APPROACH SHOULD POSE NO PROBLEMS FOR CANANDA.
ENDERS

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